

they have on pollinators and on the entire food chain and make a new determination about their proper application and safe use.

I hope that during Pollinator Week my colleagues will consider joining the 65 bipartisan cosponsors in this effort. While lots of major issues tie Congress into partisan knots, being able to protect the pollination process and its impact on the environment is a small step to protect the environment and is one that can actually bring us together in a low-cost, high-impact way.

I urge my colleagues to consider joining me in this effort.

HONORING MARVIN TEIXEIRA

The SPEAKER pro tempore. The Chair recognizes the gentleman from Nevada (Mr. AMODEI) for 5 minutes.

Mr. AMODEI. Mr. Speaker, tomorrow in Carson City, Nevada, there will be a memorial service for former Mayor Marv Teixeira. Marv called Carson City home for about 50 years, coming from the bay area as the IBM typewriter—I know that is a phrase that is foreign to many of you—as the IBM typewriter salesman in the State capital of Nevada. During those decades, Marv set a blistering pace as a member of the community: husband, coach, businessman, public servant, lobbyist, and kind of a self-appointed Carson City gadfly.

Before he became what we friendly referred to him as the “mayor for life,” he was the unofficial youth sports czar for Carson City. He coached recreation league basketball, coached Little League baseball, founded the Pop Warner football league in Carson City. In this later role as the founder of the Pop Warner football league, he had the distinction of molding a then young DEAN HELLER, now a United States Senator from Nevada, into the football athlete that Senator HELLER didn’t become.

Once he was elected mayor of Carson City, his Portuguese charm was on full display. If he called you “pal” during a board of supervisors meeting, you weren’t a pal. He called for motions to adjourn when the agenda was completed by announcing, “We are out of Schlitz.”

He fancied himself a top-tier lobbyist for Carson City, both at the State level and here in the Nation’s Capital, because if lawmakers didn’t do what he thought should be done, he simply questioned your intelligence and, in a fatherly way, advised you to do what he wanted you to do, and please be quick about it.

Finally, Marv understood that he was both good-looking and a sharp dresser. In this role, he taught me an invaluable lesson as a public servant: when you are at functions, the proper thing to wear was not a tie, that you should wear a turtleneck; because, invariably, if food was being served at these functions and you happened to drip something down the front, you could, as Marv demonstrated to me on one occasion at a function, simply go to the

men’s room, turn the turtleneck around, put your sport coat back on, and come back as if nothing ever happened.

Carson will miss our mayor for life. When you go by the bypass, the hay barn as we like to call it, or Governors Field, think of our mayor for life, Marv Teixeira.

Rest in peace, Your Honor; and thank you, Coach.

OUR CRUMBLING INFRASTRUCTURE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. QUIGLEY) for 5 minutes.

Mr. QUIGLEY. Mr. Speaker, for generations, this country’s infrastructure served as the backbone for our economic success. We dreamed big, we built bigger, and our economy flourished; but today our infrastructure is crumbling, and the growth of our economy is slow. Without serious long-term investments in our transportation infrastructure, we simply will not be able to compete in today’s global economy.

Over the past 50 years, as a share of our economy, our investment in transportation has shrunk by half. Europe now invests twice as much as we do in transportation. China invests four times as much. Over time, America has fallen into 19th place when it comes to the quality of our infrastructure.

Nowhere is this more apparent than in my hometown of Chicago, where 1,000 miles of road in the city of Chicago are in need of total reconstruction. 675 bridges in Cook County are structurally deficient or functionally obsolete. North Lake Shore Drive is one of the highest accident locations in the State as a result of its aging infrastructure.

The CTA is a century-old transit system that desperately needs updates to keep up with increased capacity. Oh, by the way, the CTA in Chicago in 1 month carries more passengers than Amtrak does in an entire year.

All of these things will cost money, but the long-term economic benefits they will provide will far outweigh the upfront cost. The President likes to say that first-class infrastructure attracts first-class jobs, and he is right. Business needs strong infrastructure to grow. They need good highways and railways to move their products. They need reliable public transit to get their employees to work.

Infrastructure investment requires forward thinking; it requires long-term planning. The fact that Congress faces its lowest public approval ratings ever while this country’s infrastructure is crumbling is no coincidence. In my second year on the Appropriations Committee, I know all too well how little this Congress is investing in our future.

I became an appropriator to help bring much-needed funding back to my city and my State, but politics has replaced progress when it comes to my

committee’s once immense power of the purse. The important work of the Appropriations Committee to help cities and States fund critical infrastructure improvements has been stymied by the inability of this Congress to set aside our differences and look beyond the next election. We are trying to rebuild America’s crumbling infrastructure one year at a time, and we are coming up short. When did we decide that planning one year ahead was good enough? Name one successful business that operates this way.

We shouldn’t be forcing cities like Chicago and States like Illinois to make plans based on stopgap funding measures. We owe it to our constituents to provide a far-reaching plan that gives cities and States the certainty they need to plan ahead and invest in tomorrow. We should be empowering cities and States to make their own choices for their long-term success by providing them with the funding to do so.

It is time for this Congress to go big and plan for the long-term projects that will modernize our infrastructure, spur economic growth, create jobs. Remember, every billion dollars invested in infrastructure creates 30,000 jobs.

Congress will face an important test over the next few months. Over the summer, the highway trust fund will run out and soon MAP-21 will expire. Allowing Federal funding for transportation projects to run out would force States to stop ongoing projects, risking over 700,000 jobs over the next year.

The consequences for inaction are too great. It is time for Congress to step up to the plate and finally enact a long-term highway bill that reforms the trust fund and makes it solvent for years to come, because as President Reagan said: rebuilding our infrastructure is an investment in tomorrow we must make today.

END HUNGER NOW

The SPEAKER pro tempore. The Chair recognizes the gentleman from Massachusetts (Mr. MCGOVERN) for 5 minutes.

Mr. MCGOVERN. Mr. Speaker, each week I come to this floor to talk about ways that we can End Hunger Now. I have a simple premise that hunger is a political condition. We can end hunger now if we simply muster the political will to do so.

Over the past year, I have defended the SNAP program, formerly known as food stamps. I have discussed the importance of nutritious school meals and have sung the praises of the WIC program. The Federal antihunger programs are amazing. They are effective, and they are efficient and are preventing hunger from becoming worse than it already is.

The Federal antihunger programs can’t do it alone, at least not the way they are currently structured. Despite what many critics claim, the Federal antihunger programs are too meager,